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WATER TRANSPORTATION

TRAFFIC IN YUGOSLAV HARBORS -- Pomorstvo, No 1, Jan 1948.

No attention has been paid as yet to a proper solution of the traffic bottleneck of our ports. Tens of thousands of tons of cargo (bauxite in Dubrovnik, Ploce, and Sibenik, and coal in Bakar) have been lying idle for months, occupying harbor space, interfering with normal harbor traffic, and causing great material loss to the national economy.

The Directorate-General of Harbors has published press notices requiring all commercial and shipping firms to notify our harbor authorities and public warehouses of all cargo intended for shipping into or out of our harbors a month in advance, so that harbor exploitation plans may be drawn up; and in addition to report the arrival of goods at least 8 days in advance to reserve storage space, labor, and harbor facilities.

Nevertheless, many firms fail to go through the proper preliminaries. Goods often are shipped into a harbor by rail or by ship without any plan and without any report having been made of shipping space reserved. This was evident last November and December when grain was being shipped to Split. Foreign ships usually operate this way. Railroad stations and trucks likewise are often blocked because goods are sent to a harbor without previous inquiry as to whether it can accommodate them.

The remedy for the situation is traffic planning and uninterrupted operations, which can be achieved only by close cooperation between the commercial interests and the Directorate-General.

HARBOR OPERATIONS IN SPLIT -- Pomorstvo, No 1, Jan 1948

The Harbor at Split is jammed with about 7,000 tons of assorted material, brails, beams, and foodstuffs, lying exposed to the weather, sometimes in bomb craters filled with water. Hydroelectric transformers, boilers for the "Jugovinil" factory, steel plate for shipbuilding, and other technical materials

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have been rusting there for months. Many sacks of cement, covered with worn-out waterproof canvas, have been left to spoil.

Part of the bank is still torn up from air raids; the inadequate fighting system interferes with operations and causes injury to personnel.

The chief source of confusion is the absence of a single authority responsible for all technical operations. Although Yugoslavia produces enough light bulbs, there is a shortage of cable. Illness is frequent among workers, who have no shoes or raincoats and are badly housed. About 50 cameramen live on the floor of one rainswept room, although before they moved in they were promised adequate housing within 2 weeks. A dormitory for harbor workers, which should have been finished in a couple of months, has been under construction for over 2 years.

Recently a Harbor and Public Storage Authority was formed to expedite harbor operations and to take better care of the people's property. Planning of harbor transport and relieving the harbor of goods that can be unloaded at Bolin and Sveto Rado require cooperation of commercial firms with the central authority.

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